

CENTRAL INTELLIGENCE AGENCY 25X1REPORT

# INFORMATION REPORT

CD NO.

25X1

COUNTRY East Germany

DATE DISTR. 3 September 1953

SUBJECT Information on the Schwerin Railroad District

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capacity of railroad stations in the Schwerin railroad district, status late February 1953;

1. Marshaling yards.

- a. The Wittenberge railroad station had 2 humps. The eastern hump had a capacity of 1,200 cars, with 970 cars being processed and the western hump had a capacity of 1,160 cars, with a daily average of 920 cars being processed.
- b. At the Ludwigslust railroad station, a hump with a daily capacity of 1,000 cars was available, with 890 cars being processed.
- c. The Hagenow-Land railroad station had an eastern hump which was not in operation and a western hump with a daily capacity of 1,200 cars, with a daily average of 400 cars being handled.
- d. The Schwerin railroad station had a hump with a daily capacity of 1,000. This was usually utilized.
- e. The Bad Kleinen railroad station had a hump with a capacity of 1,200 cars. This was usually utilized.
- f. The Guestrow railroad station had 2 humps. The eastern hump had a daily capacity of 850 cars. The daily average was 700 cars.
- g. The Rostock railroad station had a hump with a capacity of 860 cars, with an average of 670 cars being processed.
- h. The Waren-Mueritz railroad station had a hump with a scheduled capacity of 500 cars. 340 cars were handled daily.

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2. The large railroad stations at Wismar, Rostock-Bramow, Warnemuende, Malchin, Karow, Pritzwalk, and Wittstock had no humps. Shunting was done by means of pushing. The capacity of the railroad stations mentioned was 700 cars daily, with a daily average of 600 cars being handled.

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Comment. The report supplements previous information on the Schwerin railroad district.

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